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HEWLETT PACKARD COMPANY P O BOX 272400, 3404 E. HARMONY ROAD INTELLECTUAL PROPERTY ADMINISTRATION FORT COLLINS, CO 80527-2400				SAEED, USMAAN
			ART UNIT	PAPER NUMBER
			2166	

DATE MAILED: 07/31/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary	Application No.	Applicant(s)	
	10/629,757	CASTLE, ROBERT JOHN	
	Examiner	Art Unit	
	Usmaan Saeed	2166	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --
Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) Responsive to communication(s) filed on 15 May 2006.
 2a) This action is FINAL. 2b) This action is non-final.
 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) Claim(s) 1-36 is/are pending in the application.
 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
 5) Claim(s) _____ is/are allowed.
 6) Claim(s) 1-36 is/are rejected.
 7) Claim(s) _____ is/are objected to.
 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
 10) The drawing(s) filed on 30 July 2003 is/are: a) accepted or b) objected to by the Examiner.
 Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
 Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
 a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|---|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413) |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | Paper No(s)/Mail Date: _____ |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date: _____ | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152) |
| | 6) <input type="checkbox"/> Other: _____ |

DETAILED ACTION

Response to Amendment

1. Receipt of Applicant's Amendment, filed on 5/15/2006 is acknowledged.
Claims 1, 2, 7-8, 10-11, 14, 22, 25 and 28 have been amended. A new claim 36 has been added.

Specification

2. The amended specification was received on 5/15/2006 and is acceptable.

Drawings

3. The amended specification received on 5/15/2006 overcomes the drawing rejections and is acceptable.

Claim Rejections - 35 USC § 112

4. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

Claim 2 recites the limitation "the step of uploading said at least one data file into the check-in computer system". There is insufficient antecedent basis for this limitation in the claim.

Claim Rejections - 35 USC § 103

5. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

Claims 1-6, 8-15, 17-33, 35 and 36 are rejected under 35 U.S.C. 103(a) as being unpatentable over **Michael Rogerson (Rogerson hereinafter)** U.S. PG Pub No. 2003/0093798 in view of **Huang et al. (Huang hereinafter)** U.S. Patent No. 6,571,245 further in view of **Richard P. Sehr (Sehr hereinafter)** U.S. Patent No. 6,910,628.

With respect to claim 1, 10, and 25 **Rogerson teaches “a method of providing access to at least one data file using a computer system on-board a passenger vehicle or craft, said on-board computer system being accessible by means of a plurality of on-board computer workstations, the method comprising the steps of”** as the system according to the invention can be characterized as a network, with each of the electronics packages exemplified by a DPU 14 and graphics display 12, and the CMU 20 constituting nodes disposed along the network and interconnected by the network signal bus 18. The CMU 20 functions to provide certain off-board content to the network along with content provided by certain centrally located on-board systems

(**Rogerson Paragraph 0054**). Locating a set of cluster computers at various positions throughout an aircraft cabin (**Rogerson Paragraph 0007**). These lines teach that plurality of workstations/DPU and graphic displays are being provided with access to the content on the centrally located on-board systems.

"uploading/transferring at least one data file into said on-board computer system directly from one of a portable memory unit which is configured to be detachably connectable with at least a portable computer, and a check-in computer provided at passenger check-in to which the at least one data file has been uploaded during passenger check-in or after having boarded the vehicle" as content data, such as updated web site information, digital music or video files might be initially loaded into the system through a content loading interface (illustrated as "new interface") 68 and stored in a high capacity memory buffer 70. The high capacity memory buffer might be implemented in any one of a number of different ways, including implementation as a hard disk drive, a writeable CD-ROM, a dish drive, and the like. This loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson Paragraph 0079**). FIG. 5 suitably includes a network interface device 70 that takes information received through the various other interface devices and transfers their content onto the network in accordance with a suitable packet-based communication protocol (**Rogerson Paragraph 0080**). The CMU 20 functions to provide certain off-board content to the network along with content provided by certain

centrally located on-board systems (**Rogerson** Paragraph 0054). Examiner interprets a hard disk drive as a portable memory unit, which is detachably connectable with a computer. Further examiner interprets loading of data into the system while the aircraft is at the terminal as uploading of data file into on-board system during passenger check-in.

Once the information is acquired by the system, it is directed to the appropriate DPU that has been designated to host that information for long-term storage and for passenger accessibility over the network (**Rogerson** Paragraph 0079).

Rogerson discloses the elements of claim 1, 10, 25 as noted above but does not explicitly teach the step of “**enabling access to the at least one data file in computer system by means of at least one of the computer workstations, which access is enabled in accordance with identification information inputted/supplied to said computer system.**”

However, **Huang** discloses “**enabling access to the at least one data file in computer system by means of at least one of the computer workstations, which access is enabled in accordance with identification information inputted/supplied to said computer system**” as after a successful login, a personal web page of the user is retrieved from a file server and returned to the local system. Through the personal web page, the user is able to send commands that are received and processed by one or more backend servers. The web page represents the virtual desktop of the user and includes links for applications available to the user and files accessible by the user. The web page can also include links to personal information of the user (**Huang** Col 2, Lines

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26-34). Personal information can also be provided to the file server. The user information is maintained in a data record that is stored in the file server (**Huang** Col 2, Lines 52-55). This reference teaches that the user is given access according to the identification/login information to the files stored on the file server from a personal computer of a user. Personal information/ identification information is being inputted/supplied to the file server to permit access to the files.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

Rogerson and Huang teach the elements of claim 1 as noted above but does not explicitly teach “**a passenger check-in**.”

However, **Sehr** discloses “**passenger check-in computer**” as the passenger luggage will be identified at check-in time (**Sehr** Col 11, Lines 37-39 & Figure 1).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Sehr's** teaching would have allowed **Rogerson and Huang** to provide a passenger check-in computer for uploading files into the onboard systems.

With respect to claim 2, **Rogerson** teaches “**a method according to claim 1, wherein the step of uploading said at least one data file into the check-in computer system is carried out at a passenger check-in whereat passengers check-in to board the passenger vehicle, said at least one file subsequently being uploaded to said on board computer system**” as content data, such as updated web site information, digital music or video files might be initially loaded into the system through a content loading interface (illustrated as "new interface") 68 and stored in a high capacity memory buffer 70. The high capacity memory buffer might be implemented in any one of a number of different ways, including implementation as a hard disk drive, a writeable CD-ROM, a dish drive, and the like. This loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson** Paragraph 0079). The CMU 20 functions to provide certain off-board content to the network along with content provided by certain centrally located on-board systems (**Rogerson** Paragraph 0054). Examiner interprets loading of data into the system while the aircraft is at the terminal as uploading of data file into on-board system during passenger check-in.

Rogerson and Huang teach the elements of claim 2 as noted above but does not explicitly teach “**a passenger check-in**.”

However, **Sehr** discloses “**passenger check-in**” as the passenger luggage will be identified at check-in time (**Sehr** Col 11, Lines 37-39 & Figure 1).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Sehr's** teaching would have allowed **Rogerson and Huang** to provide a passenger check-in computer for uploading files into the onboard systems.

With respect to claim 3, **Rogerson** does not explicitly teach, “**the identification information inputted to said on-board computer system is received with said at least one data file.**”

However, **Huang** discloses, “**the identification information inputted to said on-board computer system is received with said at least one data file**” as personal information can also be provided to the file server. The user information is maintained in a data record that is stored in the file server (**Huang** Col 2, Lines 52-55).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

With respect to claim 4, **Rogerson** teaches “**a method according to claim 3, wherein the identification information inputted to said on-board computer system identifies at least one on-board computer workstation, said at least one data file**

thereafter being accessible from said on-board computer system only by means of those on-board computer workstations specified in the identification data” as once the information is acquired by the system, it is directed to the appropriate DPU that has been designated to host that information for long-term storage and for passenger accessibility over the network (**Rogerson** Paragraph 0079). These lines teach that the system identifies and directs the data to the appropriate DPU/workstation and is designated to that specific host at that DPU/workstation.

Rogerson discloses the elements of claim 4 as noted above but does not explicitly teach the step of having “**identification data**.”

However, **Huang** discloses “**identification data**” as personal information can also be provided to the file server. The user information is maintained in a data record that is stored in the file server (**Huang** Col 2, Lines 52-55).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang’s** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

Claims 12 and 26 are same as claim 4, except claim 26 sets forth the claimed invention as a computer network and are rejected for the same reasons as applied hereinabove.

With respect to claim 5, **Rogerson** teaches “**a method according to claim 4, wherein the identification information inputted to said on-board computer system relates to a user's predetermined seat number**” as in a typical aircraft, the back portion of each seat is configured to contain an electronics package whose footprint is defined by a graphics display screen 12 which is mounted on the back of each passenger seat in a position so as to be easily viewable and accessible by a passenger seated immediately behind that seat (**Rogerson Paragraph 0044**). “**said at least one data file thereafter being accessible from said on-board computer system only by means of the at least one on-board computer workstation associated with the user's predetermined seat number**” as once the information is acquired by the system, it is directed to the appropriate DPU that has been designated to host that information for long-term storage and for passenger accessibility over the network (**Rogerson Paragraph 0079**). These lines teach that the system identifies and directs the data to the appropriate DPU/workstation and is designated to that specific host at that DPU/workstation. The reference also teaches that the DPU/workstations are deployed at the seats. Therefore a DPU/workstation is designated to a host, which is located at a specific seat.

Claim 14 is same as claim 5 and is rejected for the same reasons as applied hereinabove.

With respect to claim 6, **Rogerson** does not explicitly teach “**the identification information inputted to said on-board computer system identifies a user password associated with said at least one data file, said at least one data file thereafter being accessible from said on-board computer system only by means of those on-board computer workstations where the password is entered using an input device associated with the workstation.**”

However, **Huang** discloses “**the identification information inputted to said on-board computer system identifies a user password associated with said at least one data file, said at least one data file thereafter being accessible from said on-board computer system only by means of those on-board computer workstations where the password is entered using an input device associated with the workstation**” as site server initially includes a login window 410 that prompts the user for an identification and a password. The user then enters the requested information in the appropriate fields (**Huang** Col 7, 13-16). After a successful login, a personal web page of the user is retrieved from a file server and returned to the local system. Through the personal web page, the user is able to send commands that are received and processed by one or more backend servers. The web page represents the virtual desktop of the user and includes links for applications available to the user and files accessible by the user. The web page can also include links to personal information of the user (**Huang** Col 2, Lines 26-34). This reference teaches that the user is given access according to the identification/login information to the files stored on the file server.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

Claims 15, 17 and 27 are same as claim 6, except claim 27 sets forth the claimed invention as a computer network and are rejected for the same reasons as applied hereinabove.

With respect to claim 8, **Rogerson** teaches "**a method according to claim 1, wherein the step of uploading the at least one data file comprises uploading via a reading device on-board the vehicle or craft to read said at least one data file from the portable storage unit**" as content data, such as updated web site information, digital music or video files might be initially loaded into the system through a content loading interface (illustrated as "new interface") 68 and stored in a high capacity memory buffer 70. The high capacity memory buffer might be implemented in any one of a number of different ways, including implementation as a hard disk drive, a writeable CD-ROM, a dish drive, and the like. This loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of

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the available satellite communication systems (**Rogerson Paragraph 0079**). The CMU 20 functions to provide certain off-board content to the network along with content provided by certain centrally located on-board systems (**Rogerson Paragraph 0054**). These lines teach that first the data is being stored in the readable device and then entered into the system through a reading device.

Claims 22, 23, 24, 29 and 30 are same as claim 8, except claims 29 and 30 set forth the claimed invention as a computer network and are rejected for the same reasons as applied hereinabove.

With respect to claim 9, **Rogerson** teaches “**a method according to claim 1, further comprising transferring said at least one data file from the on-board computer system to a personal computer external to the vehicle or craft**” as audio/visual information and data is provided to and extracted from the network system through the CMU 20. The communication management unit also provides an interface to the aircraft's navigational system (NAV) and to an airline communication addressing response system (ACARS), which allows air to ground communication between the aircraft, the airline and other flight associated ground communication nodes (**Rogerson Paragraph 0070**).

Claim 31 is essentially the same as claim 9 except it sets forth the claimed invention as a computer network and is rejected for the same reasons as applied hereinabove.

With respect to claim 11, **Rogerson** teaches “**a method according to claim 10, wherein the step of transferring said at least one data file from the portable storage medium to said on-board computer system comprises: transferring said at least one data file from the portable storage medium to a check-in computer system**” as FIG. 5 suitably includes a network interface device 70 that takes information received through the various other interface devices and transfers their content onto the network in accordance with a suitable packet-based communication protocol (**Rogerson** Paragraph 0080). Content data, such as updated web site information, digital music or video files might be initially loaded into the system through a content loading interface (illustrated as “new interface”) 68 and stored in a high capacity memory buffer 70. The high capacity memory buffer might be implemented in any one of a number of different ways, including implementation as a hard disk drive, a writeable CD-ROM, a dish drive, and the like. This loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson** Paragraph 0079). The examiner interprets the network interface device as a check in system since it takes the information/data from various devices and transfers it onto the network.

Rogerson discloses the elements of claim 11 as noted above but does not explicitly teach “**at the check-in computer system, adding the identification information to said at least one data file; and transferring said at least one data file and the added identification information to said on-board computer system.**”

However, **Huang** discloses “**adding the identification information to said at least one data file; and transferring said at least one data file and the added identification information to said on-board computer system**” as personal information can also be provided to the file server. The user information is maintained in a data record that is stored in the file server (**Huang** Col 2, Lines 52-55).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang’s** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

Rogerson and Huang teach the elements of claim 11 as noted above but does not explicitly teach “**a passenger check-in computer.**”

However, **Sehr** discloses “**passenger check-in computer**” as the passenger luggage will be identified at check-in time (**Sehr** Col 11, Lines 37-39 & Figure 1).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Sehr’s**

teaching would have allowed **Rogerson and Huang** to provide a passenger check-in computer for uploading files into the onboard systems.

With respect to claim 13, **Rogerson** teaches “**a method according to claim 12, wherein the check-in computer system is located external to the vehicle or craft, and the identification data is generated in accordance with a user's check-in information**” as the loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson** Paragraph 0079).

Rogerson discloses the elements of claim 11 as noted above but does not explicitly teach, “**generated identification data**.”

However, **Huang** discloses, “**generated identification data**” as personal information can also be provided to the file server. The user information is maintained in a data record that is stored in the file server (**Huang** Col 2, Lines 52-55). Login window 1210 includes fields for the user identification and the user password (**Huang** Col 15 Lines 1-5).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2,

Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang Col 2 52-55**).

Claim 28 is essentially the same as claim 13 except it sets forth the claimed invention as a computer network and is rejected for the same reasons as applied hereinabove.

With respect to claim 18, 19 and 20 **Rogerson** teaches “**printing onto a pass for user collection**” as the communication management unit might further provide an interface to a printer, for example, in order to extract hardcopy data reports from the system as well as providing some system of generating paper receipts for various services contracted for by passengers in the course of operating the system (**Rogerson Paragraph 0070**). and “**Check in prior to boarding the vehicle or craft**” as the loading of content data into the system is preferably performed while the aircraft is at the terminal being serviced, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson Paragraph 0079**).

Rogerson discloses the elements of claim 18, 19 and 20 as noted above but does not explicitly teach “**Generation of password**.”

However, **Hunag** discloses “**Generation of password**” as site server initially includes a login window 410 that prompts the user for an identification and a password. The user then enters the requested information in the appropriate fields (**Huang Col 7,**

13-16). After a successful login, a personal web page of the user is retrieved from a file server and returned to the local system. Through the personal web page, the user is able to send commands that are received and processed by one or more backend servers. The web page represents the virtual desktop of the user and includes links for applications available to the user and files accessible by the user. The web page can also include links to personal information of the user (**Huang** Col 2, Lines 26-34).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

With respect to claim 21, **Rogerson** teaches “**a method according to claim 11, wherein the step of adding identification information to said at least one data file comprises (i) adding, to said at least one data file, data specifying at least one of the on-board computer workstations**” as once the information is acquired by the system, it is directed to the appropriate DPU that has been designated to host that information for long-term storage and for passenger accessibility over the network (**Rogerson** Paragraph 0079). These lines teach that the system identifies and directs the data to the appropriate DPU/workstation and is designated to that specific host at that DPU/workstation.

Rogerson discloses the elements of claim 21 as noted above but does not explicitly teach “(ii) assigning a user password to said at least one data file, such that said at least one data file may thereafter be accessed from the on-board computer only by means of those on-board computer workstations which are specified in the added data, and to which the user password is entered using an input device associated with the at least one workstation.”

However, Huang discloses **(ii) assigning a user password to said at least one data file, such that said at least one data file may thereafter be accessed from the on-board computer only by means of those computer on-board workstations which are specified in the added data, and to which the user password is entered using an input device associated with the at least one workstation”** as site server initially includes a login window 410 that prompts the user for an identification and a password. The user then enters the requested information in the appropriate fields (Huang Col 7, 13-16). After a successful login, a personal web page of the user is retrieved from a file server and returned to the local system. Through the personal web page, the user is able to send commands that are received and processed by one or more backend servers. The web page represents the virtual desktop of the user and includes links for applications available to the user and files accessible by the user. The web page can also include links to personal information of the user (Huang Col 2, Lines 26-34). This reference teaches that the user is given access according to the identification/login information to the files stored on the file server.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

With respect to claim 32, **Rogerson** teaches, “**a computer network according to claim 25, wherein the on-board computer workstations each comprise a display and a user input device**” as each DPU 14 is coupled to a respective display unit 12 and provides all of the control functions necessary to operate the display and to receive and interpret user inputs such that a user or passenger is able to determine what is being shown on the display (**Rogerson** Paragraph 0046).

With respect to claim 33, **Rogerson** teaches “**a computer network according to claim 32, wherein said display is mounted on the reverse side of a passenger seat**” as in a typical aircraft, the back portion of each seat is configured to contain an electronics package whose footprint is defined by a graphics display screen 12 which is mounted on the back of each passenger seat in a position so as to be easily viewable and accessible by a passenger seated immediately behind that seat (**Rogerson** Paragraph 0044).

With respect to claim 35, **Rogerson** teaches “**a passenger vehicle comprising a computer network according to claim 25**” as the network according to the invention is made up of a plurality of small servers, with its ultimate processing power being equal to the square of the sums of the processing power of each individual server (**Rogerson** Paragraph 0090).

With respect to claim 36, **Rogerson** teaches “**a method according to claim 1, wherein the uploading of the at least one file into the check in computer is carried out from the portable computer which, following the upload, is relinquished and sent to a cargo hold of the passenger vehicle or craft**” as content data, such as updated web site information, digital music or video files might be initially loaded into the system through a content loading interface (illustrated as "new interface") 68 and stored in a high capacity memory buffer 70. The high capacity memory buffer might be implemented in any one of a number of different ways, including implementation as a hard disk drive, a writeable CD-ROM, a dish drive, and the like. This loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson** Paragraph 0079). The CMU 20 functions to provide certain off-board content to the network along with content provided by certain centrally located on-board systems (**Rogerson** Paragraph 0054). Examiner interprets a hard disk drive as a portable memory unit, which is detachably connectable with a computer. Further examiner interprets loading of data

into the system while the aircraft is at the terminal as uploading of data file into on-board system during passenger check-in.

Details of the transaction are stored, either temporarily in system memory or are relayed over the network wiring (18 of FIG. 1) to a central mass storage device, such as hard drive coupled into the CMU (**Rogerson** Paragraph 0089). Examiner interprets the central mass storage device as cargo hold for the craft to hold the uploaded file.

Rogerson teaches the elements of claim 36 as noted above but does not explicitly teach “**a passenger check-in**.”

However, **Sehr** discloses “**passenger check-in computer**” as the passenger luggage will be identified at check-in time (**Sehr** Col 11, Lines 37-39 & Figure 1).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Sehr's** teaching would have allowed **Rogerson and Huang** to provide a passenger check-in computer for uploading files into the onboard systems.

6. Claims 7 and 16 are rejected under 35 U.S.C. 103(a) as being unpatentable over **Michael Rogerson** U.S. PG Pub No. 2003/0093798, in view of **Huang et al.** U.S. Patent No. 6,571,245 further in view of **Richard P. Sehr** U.S. Patent No. 6,910,628 as applied to claims 1-6, 8-15, 17-33, 35 and 36 above, further in view of **Jimmy Liu Jiang** (**Jiang** hereinafter) (U.S. Patent No. 6,278,913).

With respect to claim 7, **Rogerson** does not explicitly teach “**determining if said at least one data file is encrypted, and in the event of a positive determination decrypting the at least one encrypted data file at the on-board computer system in accordance with a decryption password entered at at least one of the on-board computer workstations, said at least one decrypted data file is accessible only by means of those computer workstations where the decryption password is entered.**”

However, **Huang** discloses “**decryption password entered at at least one of the on-board computer workstations, said at least one decrypted data file is accessible only by means of those computer workstations where the decryption password is entered**” as after a successful login, a personal web page of the user is retrieved from a file server and returned to the local system. Through the personal web page, the user is able to send commands that are received and processed by one or more backend servers. The web page represents the virtual desktop of the user and includes links for applications available to the user and files accessible by the user. The web page can also include links to personal information of the user (**Huang** Col 2, Lines 26-34). This reference teaches that the user is given access according to the identification/login information to the files stored on the file server.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang’s** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2,

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Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

Rogerson and Huang do not explicitly teach the step of “**encryption and decryption of data.**”

However, **Jiang** discloses “**encryption and decryption of data**” as the accessed flight data is sampled, filtered, decoded, encrypted, and subjected to an adaptive compression process prior to being stored on a portable, self-protected secure memory device (**Jiang** Abstract). The downloaded data is decompressed, decrypted, and analyzed to generate a variety of Flight Log Reports (**Jiang** Col 5, Lines 57-59).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Jiang's** teaching would have allowed **Rogerson, Huang and Sehr** to protect data from corruption or alteration by unauthorized personal (**Jiang** Col 2, Lines 44-46) by encryption and decryption of data.

Claim 16 is same as claim 7 and is rejected for the same reasons as applied hereinabove.

7. Claim 34 is rejected under 35 U.S.C. 103(a) as being unpatentable over **Michael Rogerson** U.S. PG Pub No. 2003/0093798, in view of **Huang et al.** U.S. Patent No. 6,571,245 further in view of **Richard P. Sehr** U.S. Patent No. 6,910,628 as applied to

claims 1-6, 8-15, 17-33, 35 and 36 above, further in view of **Stahl et al. (Stahl** hereinafter) (U.S. PG Pub No. 2003/0184957).

With respect to claim 34, **Rogerson and Huang** do not explicitly discloses “**wherein said user input device comprises a keyboard mounted on a frame pivotally attached to the reverse side of a passenger seat, the frame being pivotable between a first position whereby the keyboard can be operated, and a second position whereby the keyboard is stowed away.**”

However, **Stahl** discloses “**a computer network according to claim 32, wherein said user input device comprises a keyboard mounted on a frame pivotally attached to the reverse side of a passenger seat, the frame being pivotable between a first position whereby the keyboard can be operated, and a second position whereby the keyboard is stowed away**” as the keyboard apparatus is connected to the seatback of a passenger seat onboard the mobile platform. The keyboard apparatus is mounted on a frame member. The frame member is pivotally supported by a ring of support members, which are in turn coupled to the seatback of the seat. The frames can be rotated to place the keyboard in an "up" position for operation or a down position. In the down position the lower surface of the frame member can be used as a tray table (**Stahl Abstract**).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Stahl's** teaching would have allowed **Rogerson and Huang** to provide a convenient, user

friendly solution for integrating a keyboard and/or pointing device (e.g., mouse) into the tray table of a passenger seat of an aircraft (**Stahl** Paragraph 0006).

Response to Arguments

8. Applicant's arguments with respect to claims have been considered but are moot in view of the new ground(s) of rejection.

Regarding claim 1 applicant argues that **Rogerson and Huang** do not teach “uploading at least one data file into said on-board computer system directly from one of a portable memory unit which is configured to be detachably connectable with at least a portable computer, and a check-in computer provided at passenger check-in to which the at least one data file has been uploaded during passenger check-in.”

In response to the preceding argument, Examiner respectfully submits that **Rogerson** teaches “uploading at least one data file into said on-board computer system directly from one of a portable memory unit which is configured to be detachably connectable with at least a portable computer, and a check-in computer provided at passenger check-in to which the at least one data file has been uploaded during passenger check-in” as content data, such as updated web site information, digital music or video files might be initially loaded into the system

through a content loading interface (illustrated as "new interface") 68 and stored in a high capacity memory buffer 70. The high capacity memory buffer might be implemented in any one of a number of different ways, including implementation as a hard disk drive, a writeable CD-ROM, a dish drive, and the like. This loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson Paragraph 0079**).

FIG. 5 suitably includes a network interface device 70 that takes information received through the various other interface devices and transfers their content onto the network in accordance with a suitable packet-based communication protocol (**Rogerson Paragraph 0080**). The CMU 20 functions to provide certain off-board content to the network along with content provided by certain centrally located on-board systems (**Rogerson Paragraph 0054**). Examiner interprets a hard disk drive as a portable memory unit, which is detachably connectable with a computer. Further examiner interprets loading of data into the system while the aircraft is at the terminal as uploading of data file into on-board system during passenger check-in.

Rogerson teach the elements of claim 1 as noted above but does not explicitly teach "**a passenger check-in**."

However, **Sehr** discloses "**passenger check-in computer**" as the passenger luggage will be identified at check-in time (**Sehr** Col 11, Lines 37-39 & Figure 1).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Sehr's**

teaching would have allowed **Rogerson and Huang** to provide a passenger check-in computer for uploading files into the onboard systems.

Regarding claim 10 applicant argues that **Rogerson and Huang** do not teach “**transferring the at least file from a portable storage medium to the on-board computer system either at a passenger check-in or after having boarded the vehicle, and further providing identification information to the on-board computer system so as to indicate at least one on-board computer workstation by which at least one data file may be accessed.**”

In response to the preceding argument, Examiner respectfully submits that **Rogerson** teaches “**transferring the at least file from a portable storage medium to the on-board computer system either at a passenger check-in or after having boarded the vehicle**” as content data, such as updated web site information, digital music or video files might be initially loaded into the system through a content loading interface (illustrated as "new interface") 68 and stored in a high capacity memory buffer 70. The high capacity memory buffer might be implemented in any one of a number of different ways, including implementation as a hard disk drive, a writeable CD-ROM, a dish drive, and the like. This loading of content data into the system is preferably performed while the aircraft is at the terminal being services, but can also be performed by accessing the requisite content sources through any one of the available satellite communication systems (**Rogerson** Paragraph 0079). FIG. 5 suitably includes a

network interface device 70 that takes information received through the various other interface devices and transfers their content onto the network in accordance with a suitable packet-based communication protocol (**Rogerson Paragraph 0080**). The CMU 20 functions to provide certain off-board content to the network along with content provided by certain centrally located on-board systems (**Rogerson Paragraph 0054**). Examiner interprets a hard disk drive as a portable memory unit, which is detachably connectable with a computer. Further examiner interprets loading of data into the system while the aircraft is at the terminal as uploading of data file into on-board system during passenger check-in.

“indicate at least one on-board computer workstation by which at least one data file may be accessed” as once the information is acquired by the system, it is directed to the appropriate DPU that has been designated to host that information for long-term storage and for passenger accessibility over the network (**Rogerson Paragraph 0079**).

Rogerson discloses the elements of claim 10 as noted above but does not explicitly teach the step of **“indicate at least one on-board computer workstation by which at least one data file may be accessed by providing identification information to the computer system.”**

However, **Huang** discloses **“indicate at least one on-board computer workstation by which at least one data file may be accessed by providing identification information to the computer system”** as after a successful login, a personal web page of the user is retrieved from a file server and returned to the local

system. Through the personal web page, the user is able to send commands that are received and processed by one or more backend servers. The web page represents the virtual desktop of the user and includes links for applications available to the user and files accessible by the user. The web page can also include links to personal information of the user (**Huang** Col 2, Lines 26-34). Personal information can also be provided to the file server. The user information is maintained in a data record that is stored in the file server (**Huang** Col 2, Lines 52-55). This reference teaches that the user is given access according to the identification/login information to the files stored on the file server from a personal computer of a user. Personal information/identification information is being inputted/supplied to the file server to permit access to the files.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

Rogerson and Huang teach the elements of claim 10 as noted above but do not explicitly teach “**a passenger check-in**.”

However, **Sehr** discloses “**passenger check-in computer**” as the passenger luggage will be identified at check-in time (**Sehr** Col 11, Lines 37-39 & Figure 1).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Sehr's** teaching would have allowed **Rogerson and Huang** to provide a passenger check-in computer for uploading files into the onboard systems.

Regarding claim 25 applicant argues that **Rogerson and Huang** do not teach “**identification information contained in the at least one data file must be supplied to said on-board computer system to permit access to at least one data file stored in said on-board computer.**”

In response to the preceding argument, Examiner respectfully submits that **Rogerson** teaches “**at least one data file must be supplied to said on-board computer system to permit access to at least one data file stored in said on-board computer**” as the CMU 20 functions to provide certain off-board content to the network along with content provided by certain centrally located on-board systems (**Rogerson** Paragraph 0054). Once the information is acquired by the system, it is directed to the appropriate DPU that has been designated to host that information for long-term storage and for passenger accessibility over the network (**Rogerson** Paragraph 0079).

Rogerson discloses the elements of claim 25 as noted above but does not explicitly teach the step of “**supplying identification information to the computer system.**”

However, **Huang** discloses “**supplying identification information to the computer system**” as after a successful login, a personal web page of the user is retrieved from a file server and returned to the local system. Through the personal web page, the user is able to send commands that are received and processed by one or more backend servers. The web page represents the virtual desktop of the user and includes links for applications available to the user and files accessible by the user. The web page can also include links to personal information of the user (**Huang** Col 2, Lines 26-34). Personal information can also be provided to the file server. The user information is maintained in a data record that is stored in the file server (**Huang** Col 2, Lines 52-55). This reference teaches that the user is given access according to the identification/login information to the files stored on the file server from a personal computer of a user. Personal information/ identification information is being inputted/supplied to the file server to permit access to the files.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to combine the teaching of the cited references because **Huang's** teaching would have allowed **Rogerson** to access the servers from variety of systems through various communications links available to connect to the internet (**Huang** Col 2, Lines 19-21) by providing personal information to the file server and maintaining it in a data record that is stored in the file server for identification (**Huang** Col 2 52-55).

Applicant further argues that **Huang et al** discloses nothing pertaining to vessels, vehicles and therefore cannot disclose anything of the nature as in rejection “**the**

identification information inputted to said on-board computer system identifies a user password associated with said at least one data file, said at least one data file thereafter being accessible from said on-board computer system only by means of those on-board computer workstations where the password is entered using an input device associated with the workstation.”

In response to the preceding argument, Examiner respectfully submits that **Rogerson** teaches vessels, vehicles as (**Rogerson** Paragraph 0054 & 0079). This reference is combined with the Hung et al to teach the invention as a whole.

Applicant further argues that Rogerson that rejection should be properly written such as Rogerson does not explicitly teaches a method according to claim 6...., do not occur.

In response to the preceding argument, Examiner respectfully submits that the examiner has deleted “a method according to claim 6....” for further clarification.

Conclusion

9. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP

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§ 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Contact Information

10. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Usmaan Saeed whose telephone number is (571)272-4046. The examiner can normally be reached on M-F 8-5.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Hosain Alam can be reached on (571)272-3978. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Usmaan Saeed
Patent Examiner
Art Unit: 2166

Leslie Wong
Primary Examiner

US
July 23, 2006



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SUPERVISORY PATENT EXAMINER